

The Hong Kong Daily Press.

No. 8960

日九月八日二十緒光

HONG-KONG, THURSDAY, SEPTEMBER 18th, 1886.

四拜禮

號六十九年九月六日

PRICE \$24 PER MONTH

NEW ADVERTISEMENTS.

WILLIAM HENRY DOYLE, DECEASED.

PURSUANT to an Order of the Supreme Court of Hong Kong made on the 13th day of September, 1886, NOTICE IS HEREBY GIVEN that all Persons having CLAIMS against the Estate of the above named WILLIAM HENRY DOYLE, late of Amoy in the Empire of China, who died at Hong Kong on the 21st day of July, 1886, and whose Estate and Effects in Hong Kong, Letters of Administration with the Will annexed were granted to the Undersigned on the 13th day of September, 1886, by the Supreme Court of Hong Kong in its Probate Jurisdiction are hereby required to send in writing particulars of their Claims to the Undersigned before the 4th day of October, 1886, after which time the Undersigned will proceed to distribute the Assets of the Deceased and pay only to the Persons entitled thereto having a valid title to the Claims of which he shall then have noticed.

ANDREW J. LEACH,
Administrator of the late
WILLIAM HENRY DOYLE, Deceased,
Hong Kong.

Dated the 16th September, 1886.

1788

SHIPPING.

ARRIVALS.

September 14, Formosa, British steamer, 674, H. Harris, Tamru 11th September, and Amoy 13th, Tea—DOUGLAS LAPRAIK & Co.

September 14, ERIESTON, British steamer, 397, Jas. Neale, Freighter 1st Light, Sandalwood—JARDINE, MATTHESON & Co.

September 15, HANGHOU, British steamer, 999, Robinson, Wuju 13th September, Rice—RUTTERFIELD & SWIRE.

September 15, CANTON, British steamer, 1,110, Brommer, Whamp 15th September, General—JARDINE, MATTHESON & Co.

September 15, ELSA, German steamer, 553, Chr. Knobell, Amoy 13th September, General—WILLIAMS & Co.

September 15, GIERA, German steamer, 340, C. Erdmann, Tiusiu 7th September, and Chefoo 9th, General—SIEMENS & Co.

September 15, YANGTZE, British steamer, 814, F. Schulz, Shanghai 12th September, General—SIEMENS & Co.

September 15, ANADYR, French steamer, 2,777, Delcros, Marseilles 15th Aug., via Ports of Call, Singapore and Saigon 12th Sept., Mails and General—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOURMASTER'S OFFICE.

15th SEPTEMBER.

Namo, British str., for Swatow.

Gerda, German str., for Whampoa.

Wooing, British str., for Foochow.

Fidio, German str., for Amoy.

Fush, Chinese str., for Shanghai.

Levitic, British str., for Singapore.

Bellona, German str., for Singapore.

Bornida, Dutch str., for Singapore.

DEPARTURES.

September 15, KWANG-LEE, Chinese str., for Whampoa.

September 15, ALEXINGTON, British steamer, for Chefoo.

September 15, FUSHUN, Chinese steamer, for Shanghai.

September 15, HEGDOR, British str., for Shanghai.

September 15, LAERTES, British steamer, for London.

September 15, NAMOA, British str., for Coast Ports.

September 15, WOOING, British steamer, for Australia.

September 15, THREE BROTHERS, British bark, for Quinhon.

September 15, GIERA, German steamer, for Whampoa.

September 15, HANGHOU, British steamer, for Whampoa.

September 15, YANGTZE, British steamer, for Whampoa.

PASSENGERS.

ARRIVED.

Per HANGHOU, str. from Wuju—10 Chinese.

Per ELSA, str. from Amoy—3 Europeans and 50 Chinese.

Per Gerda, str. from Tientsin, &c.—2 Chinese.

Per YANGTZE, str. from Shanghai—Mr. M. M. Bruce, 2 Chinese.

Per Anadry, str. for Hongkong—From Mar-selles—Mrs. H. French Taylor and infant.

Mrs. Evans and F. J. Long, From Colpoys—Mr. H. A. Maclean, From Singapore—2 Chinese.

From Saigon—103 Chinese.

From Marseilles—Sous-Louis, Autolome, Julia, Europa, Ioco, Belpointe, Richard, Lark, Bosphorus, Europa, Europa, Patisson, Europa, Concorde, Georgie, Shet, Farvan, Constan, and Quarta. From Suu, S. S. Maria, Josephine, and Vincent. From Saigon—2 Chinese. For Yokohama—From Marseilles—Kesari, G. Patti, Nakashima, and Takaya. From Colpoys—Moses, J. Jukrash, and S. Faranasi.

DEPARTED.

Per Nada, str. from Whampoa—Mrs. Mansfield, Mrs. H. Whampoa, and 1 European, dock. For Amoy—Mr. A. O. Pucci.

Per WOOG, str. for Foochow—Dr. Dobie, and Mr. L. Dorus, For Sydney—Judge Paul and servant, Moses, French and Angels.

TO DEPART.

Per Nada, str. from Hongkong—For Saigon—Mr. A. A. Miles, Mrs. Ly Noland, and Mr. M. M. Bruce.

Per M. A. Pucci, do la, Mrs. M. M. Bruce.

Per Richard, G. A. Pucci, and J. Lewis, From Shanghai—Moses, P. Sinhabhi, S. Tropico, Chevon de la Catina, and F. Bey.

For Marseilles—Moses, Herbert Smith and F. Descoa. From Yokohama—For Marseilles—Mme. Joseph, Moses, Brouard, and Takahashi.

REPORTS.

The British steamer YANGTZE, from Shanghai 12th September, reports first part moderate scurvy winds, latter part strong N.E. winds and sea with dull cloudy weather.

The British steamer FORMOSA, from Tamsui and Amoy, left Tamsui at 8 P.M. on 11th Sept., and has been N.E. winds and fine weather. Arrived at Amoy 5 P.M. of the 12th. Steamer in port—Chien, Fukien, and Elec. Left Amoy at 4 P.M. of the 13th, had moderate N.E. and N.W. winds to Bokpo Point; from thence to port light S.W. winds, smooth water, and fine weather.

INTIMATIONS.

THE HONGKONG AND KOWLOON WHALE GODOWN, AND CARGO BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at KOWLOON, Land, and Store GENERAL CARGOES, in FIRST CLASS GRANITES GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage.

Wharfage for Craft under 375 feet—\$60.00 over 375 feet—\$76.00 and also Underlets the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 3 Cents per package.

F. R. B.

One of the Company's Steam Launches will be delivered by our COAL YARD at Chefoo.

No. 5 Steam Launch—Ch. Th. 480.

For 40 (T) Tons Coal for extra for Boat and Coal hire if delivered on board vessels in the Harbour.

E. SHUN & Co., Agents.

Chinese Engineering & Mining Co.

Chefoo, 15th August, 1886.

For Further Particulars, &c.

Apply to W. KERFOOT HUGHES, Agent, Pudding Street, Hongkong, 6th May, 1886.

NOTICE TO SHAREHOLDERS.

CONTRIBUTED SHAREHOLDERS are requested to send in a Statement of

Business contributed during the Half Year ended 30th June 1886, or on or before the 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors.

D. GILLIES, Secretary.

Hongkong, 1st August, 1886.

[168]

INTIMATIONS.

NOW READY.

LANE, C. B. CRAWFORD & Co., NEW SEASIDE STOCK OF FLOWER & VEGETABLE SEEDS.

ALL GARDEN REQUISITES.

SPECIALTY FOR THIS SEASON:

A variety of VEGETABLE and FLOWER SEEDS, prepared and put up by the Royal Agricultural and Horticultural Society of India.

(This collection is strongly recommended as suitable for the climate of Hongkong.) Price—\$5.50 the Assortment.

Also,

SUTTON'S ENGLISH VEGETABLE and FLOWER SEEDS, and FLOWER SEEDS.

BOWEN'S SAN FRANCISCO VEGETABLE and FLOWER SEEDS in the usual varieties.

In order to avoid disappointment, Orders for Seeds should be sent in AT ONCE.

APPROVED CLAIMS ON THE ORIENTAL BANKING CORPORATION, in Liquidation, of the BALANCES of such Claims purchased on advantageous terms by the Company, Assurance Agency of the NATIONAL LIFE INSURANCE SOCIETY.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, 31st August, 1886.

[171]

BANKS.

THE NEW ORIENTAL BANK CORPORATION LIMITED.

AUTORISED CAPITAL \$2,000,000.

PAID UP \$500,000.

ALL

VALUABLE LIASSE HOLD PROPERTY, &c.

THE Piece of GROUND situated on the Praia, Hongkong, adjoining the Central Market, and abutting on the North Side thereof on the Praia, and measuring thereon 13 feet or thereabouts, and measuring theron 13 feet or thereabouts, on the South Side thereof on Gough Street, and measuring theron 29 feet or thereabouts, and on the West Side thereof on a Public thoroughfare, and measuring theron 30 feet or thereabouts, and measuring theron 29 feet or thereabouts, on the South Side thereof on the East Side thereof on Section B of Marine Lot No. 183, and measuring theron 29 feet or thereabouts, and on the West Side thereof on a Public thoroughfare, and measuring theron 30 feet or thereabouts, and measuring theron 29 feet or thereabouts, on the South Side thereof on the East Side thereof on Section B of Marine Lot No. 183, and measuring theron 29 feet or thereabouts, and on the West Side thereof on a Public thoroughfare, and measuring theron 30 feet or thereabouts, and measuring theron 29 feet or 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INTIMATION.

NOTICE.

GARDEN SEEDS
SEASON 1886.
Most of our
FLOWERS
AND
VEGETABLE SEEDS
are now ready for delivery.

A Second Shipment is expected by early steamer.

SPECIALITY.

PANSY SEEDS,
in Packets of Six named Varieties.
FINE SELECTED SEEDS,
Price 5s.

A. S. WATSON & CO.,
LIMITED.
Hongkong, 10th September, 1886.

12

DEATHS.

At 8.30 a.m. Yen-kiang-pao, Shanghai, on the 10th September, 1886. Wong-chen-pao, a native of Frankfurt & Main, Germany, aged 22 years.

At No. 15, Naung Head, Shanghai, on the 8th September, 1886, Ieson Cameron, Lower Yangtze Pilot, a native of Greenock, Scotland, aged 53 years.

The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1886.

The agitation for diplomatic and consular assistance to British trade in foreign countries has resulted, not in the attainment of the specific objects of the agitators, but in what will probably prove much more useful, namely, the compiling and issuing of commercial information on which merchants will be left to act as they may think their interest dictates. To have transformed our Consul into tools for individual firms, though it might have brought some temporary advantage to the latter, would in the long run have proved disastrous not only to the dignity of the nation but also to British trade at large. If other nations have adopted this course, Great Britain can afford to look on and wait until the countries to be exploited have become disgusted with such tactics, her agents merely exercising a watchful vigilance and endeavouring to checkmate where possible any attempt on the part of the representatives of other nations to secure any unfair advantage. The view taken by the Hon. Sir F. P. PUNKEURK, our Minister in Japan, seems to us the correct one. That Minister expresses the opinion that "any injudicious partiality shown at present towards traders of any foreign nation is destined to work its own curse before long. I venture to believe that our wisest course is to watch what foreign agents may be doing, but to be very wary in departing ourselves from the prudent line of conduct His Majesty's Agents have hitherto been accustomed to consider it their duty to follow in regard to individual commercial speculations." And again: "It seems to me that the London Chamber of Commerce has a mistaken apprehension of the support generally given by foreign agents to their countrymen. This support is often more partial to certain firms than general to all their own nation. I believe that our merchants themselves would be the first to complain if, for instance, were to show any preference for one English firm at the expense of the rest; and yet there is no doubt it is far more effectual to put the interests of one individual or group than to further equally and with that impartiality which Englishmen expect of their own Government, the interests of a large number of merchants, many of whose interests are often themselves conflicting. . . . I beg again to express the opinion that a sudden change in the policy hitherto followed by England in this respect is not advisable. I believe the foreign Governments which now have recourse to these methods will not find them successful for long, and that we shall gain much more by continuing in our present course, viz., combat to the best of our power any case we may discover where foreign agents are endeavouring to undermine our commercial connections, or working otherwise to the detriment of our merchants; but we should hesitate before imitating the example set by some foreign Governments of directly pushing individual speculations at the expense of other merchants of the same nationality." In these views the Earl of ROXBURK expresses his concurrence. Instructions had, however, previously been sent by the Marquis of SALISBURY to Mr. O'CONOR and Sir FRANCIS PUNKEURK that "in cases where foreign Representatives interfere to the detriment of British commercial interests you are at liberty to give the latter your support." These instructions, which are not incompatible with the view expressed by Sir F. PUNKEURK, still stand, and may in some cases be followed with advantage, as may be gathered from the following extract from a despatch by Mr. O'CONOR:—"The position of H. M. Consuls in China, both as to British commerce and to their foreign colleagues is very different from that of similar offices in Europe, and I have, while in charge, always gone on the principle that to be efficient and render the best service within their power to British commerce, they ought not only to report commercial matters to the Foreign Office and to H. M. Consul, but also be on the lookout to show British merchants and traders when and how to take advantage of commercial openings, and if necessary to introduce British commercial agents willingly, yet justly discrimination, to the local authorities." The circumstances are such that it is impossible to draw a hard and fast line, but the general principle to be followed should be that while the interests of British trade in general are to be carefully watched, our representatives should, as a rule, refrain from identifying themselves with the operations of particular firms.

The discussion on this important subject has not been barren of good results. The China Consular reports for last year deal more exhaustively than has hitherto generally been the case with the position of the import markets, the Consuls having been influenced, as they state, by a circular from the Wolverhampton Chamber of Commerce, and also no doubt by the remarks made in the Press and elsewhere on the subject of Consular assistance to trade. In future, also, the information sent home by Consuls is to be made more readily accessible by the production of an official commercial journal, setting forth tariff changes, movements in foreign markets, foreign commercial legislation, port and harbour regulations, &c." The journal will deal with colonial and Indian as well as foreign trade, but as things are at present we cannot expect it to devote much attention to the trade of our own colony, for no official statistics of the trade are compiled and the Chamber of Commerce is apparently unable to supply the want. That such statistics would be valuable to the general trade there can be no manner of doubt, but there is a disinclination on the part of individual merchants to supply them voluntarily, due no doubt, to a suspicion that some of their competitors may not give equally full information and that they may show their own hand to their disadvantage. If there was any certainty that the information would be supplied by all alike this objection would, we believe, disappear; certainly it would cease to have any weight. At Singapore an official record is kept of all exports and imports, and no complaint is heard in reference to the system, although Singapore is, like Hongkong, a free port. So far from there being any complaint on this score, when a Bill was recently introduced by the Government in the Straits Legislative Council to provide for the better collection of the statistics it was seconded by an unofficial member and passed unopposed, which would not have been the case had the Straits merchants considered the furnishing of the statistics either disadvantageous or useless. Trade statistics are of equal importance in this colony, and the trouble or inconvenience that would be entailed on importers or exporters in furnishing particulars would be infinitesimal.

The delivery of the French mail was begun at 4.55 yesterday afternoon.

In the London *Gazette* of the 6th ult. we note the promotion of Captain and Brevet Major W. F. D. Cochran, D. of Cornwall's Light Infantry to Major vice D. B. Bond.

The following appears in the London *Gazette* of the 10th ult.:—The Buffs (East Kent Regiment)—Lieut. Alexander McLachlan to Captain, vice D. F. Lewis, seconded.

We have to acknowledge receipt of the August number of the *Chinese Recorder and Missionary Journal*. The contents are hardly so interesting to the general reader as usual, but will be appreciated by Chinese scholars and those engaged in mission work.

On Tuesday a fatal shooting accident occurred at the new dock in course of construction at Hung Hom. A colio was killed almost instantaneously by flying fragments of rock. An inquest was opened on the body at the Mortuary yesterday afternoon.

The *Hu-pao* states that recently the Kaiping shipped large quantities of coal to Chufu, for the use of the three large steamship companies, and no less than 10,000 tons of coal were transported to Taku, the other day, for the exclusive use of the China Merchants' S. N. Co. steamers.

The World of the 11th ult. says:—"Sir George Bowes goes to Calcutta on Thursday to recruit and Sir Charles Tapley (who has taken Darvarez under his special protection) leaves in a few days for Canada. The fountain of Colonial eloquence runs a great risk of being dried up."

The Secretaries of the China branch of the Evangelical Alliance invite special prayer for the welfare of the Chinese in the present time, as the greater portion of their efforts, as we find in the *Chinese Recorder*, it is mentioned that not only will the Emperor shortly assume the authority to be married. Missionaries being generally married themselves will appreciate the importance of praying for any one else about to enter the same state.

It seems likely (says the Paris correspondent of *The Times*) that the Pope and France will come to a compromise. The Vatican Envoy to Peking will not be styled a Nuncio, but will be certainly a kind of Bishop or Archbishop over the missionaries and their converts. This would give the Chinese a great advantage, as the Pope and the religious authorities in France would be compelled to make a most profound concession. Those who are making their living by catering to vice are now in great consternation, and if the worthy official's counseil intentions do not reform the inhabitants of Canton, it will only be because people cannot be made moral by acts of the Government or laws of despotic government. Many visitors to Canton, who are struck by the streams of flower boats to be seen on the river, there have been entertained by the gaudy spectacles of many of them present, as well as the highly decked and much bejewelled beauties who may be seen drinking tea and chatting in the open spaces before the boats. These are now to be things of the past, and the river is to know them no more. Flower boats are but a small portion of the gaudy spectacles of the moral corruption which is to be seen on the river, there have been entertained by the gaudy spectacles of many of them present, as well as the highly decked and much bejewelled beauties who may be seen drinking tea and chatting in the open spaces before the boats. These are now to be things of the past, and the river is to know them no more. 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VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHIPOO, TIENTSIN, NEWCHWANG, HAN- KOW, and Ports on the YANGTZE.)

THE Company's Steamship.

"CANTON."

Captain Brenner, will be despatched as above

TO-DAY, the 16th inst., at FOUR P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 14th September, 1886. [1777]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENTSIN.

Taking Cargo for CHIPOO and NEWCHWANG.

THE Company's Steamship.

"TIENSIN."

Captain Quail, will be despatched as above

TO-DAY, the 16th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 13th September, 1886. [1685]

"CASTLE" LINE OF STEAMERS.

FOR LONDON.

THE "GLAMIS CASTLE,"

J. P. Amy, Commander, will be despatched for the above port TO-DAY, the 16th inst.

For Freight or Passage, apply to

ADAMSON, HELL & CO.,

Agents.

Hongkong, 14th September, 1886. [1716]

FOR LONDON, VIA SUEZ CANAL

THE Company's Steamship.

"GLENNOG."

Captain Horro, will be despatched as above on about the 16th instant.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor and Steward.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, 13th September, 1886. [1707]

AUSTRALO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PO'T SAID, BRINDISI & TRIESTE.

(Taking Cargo through rates to CALCUTTA, MADRAS, PEPSI GULF, BLACK SEA, LEVANT & AFRICAN PORTS).

THE Company's Steamship.

"THISBE."

Captain A. Biliaroff, will be despatched as above TO-MORROW, the 17th of September, at noon.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Fraya Central.

O. BACHRACH.

Agent.

Hongkong, 11th September, 1886. [388]

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship.

"BORNEO."

Captain Wilkins, will be despatched as above TO-MORROW, the 17th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Agents.

Hongkong, 14th September, 1886. [1722]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship.

"DIAMANTE."

Captain McCaslin, will be despatched for the above Port on SATURDAY, the 18th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, 14th September, 1886. [1770]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CECFOO, NEWCHWANG, TIENTSIN, HAKOW, and Ports on the YANGTZE.)

THE Company's Steamship.

"ANTEDOR."

Captain Fremont, will be despatched as above on SUNDAY, the 19th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 13th September, 1886. [1765]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL

(Taking Cargo at through rates to NEW YORK.)

THE Company's Steamship.

"KAISOW."

W. S. Thomson, Commander, will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 8th September, 1886. [1738]

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamer.

"GLAMORGANSHIRE."

D. Davies, Commander, will be despatched for the above Ports on the 21st instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ADAMSON, HELL & CO.,

Agents.

Hongkong, 8th September, 1886. [1728]

"PROMETHEUS."

Captain Webster, will be despatched as above on WEDNESDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 14th September, 1886. [1687]

FOR NEW YORK VIA SUEZ CANAL

THE Company's Steamship.

"POT JACKSON."

G. R. Huddy, Commander, will be despatched for the above Ports on or about the 23rd inst.

For Freight or Passage, apply to

ADAMSON, HELL & CO.,

Agents.

Hongkong, 8th September, 1886. [1739]

STEAM TO YOKOHAMA VIA NAGASAKI AND HOKKAIDO.

(Passing through the ISLAND SEA).

Taking Cargo on through Bills of Lading to YAMATO STOCK AND CHEMICALS.

THE P. & O. S. N. CO.'s Steamship.

"TEHERAN."

will leave for the above place on SATURDAY, the 25th instant, at 2.30 P.M.

E. L. WOODIN.

Acting Superintendent.

Hongkong, 14th September, 1886. [1722]

"RAVENNA."

will leave for the above place about 2 hours after her arrival with the outward English Mail.

E. L. WOODIN,

Acting Superintendent.

Hongkong, 14th September, 1886. [1686]

FOR NEW YORK.

THE 3/4 L. American Ship.

"INDIA."

Rich, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 9th August, 1886. [1648]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ.

PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS.

MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANVERS.

TURQUOISE, &c.

MARESILLES VIA SINGAPORE, &c.

SAN FRANCISCO VIA YAMAHA.

SAN FRANCISCO VIA YAMAHA.

NEW YORK.

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, SEPTEMBER 16TH, 1886.

THE PROPOSED HONGKONG LOAN.

In connection with the subject of the proposed loan we have had access to certain figures which are not of ministerial interest. The colony is going to borrow £200,000, and the question which has been discussed is whether it would be more advisable to borrow here at 4% per cent. (a dollar loan) or to borrow in London at 4 per cent. (a gold loan). The average of the payments made at home in gold by the Crown Agents during the last five years has been £1,703. We have to pay annually for military contributions, at the current rate of the day, £22,000. These two sums are therefore equivalent to a gold payment of £101,708. The total amount paid for military contributions from 1865 to 1873, when 1873 included, was £220,000, or, paid here, £1,029,348, giving an average of £83,558. From 1874 to 1885, both years included, the payments were £200,000, or, paid here, £1,047,227, giving an average of £107,422. The total payments at home for the twenty-one years amount to the sum of £2,03,372.97. Consequently, whatever we borrow dollar or gold in London the fact is that the money borrowed has to be paid, the greater part in London, and the whole of it in gold within two years. As regards the annual military contribution of £20,000, here is another fact that may be interesting to know. This annual payment has been made since 1865. Assuming that the par value of the dollar to be four shillings, the colony has paid the money in dollars, above the par rate during eleven years, and during the last ten years the payments have been made in dollars below par.

In view of the above figures is there any advantage in a dollar loan for which the colony would have to pay half per cent. more interest than the rate at which the money could be borrowed in gold in London? This depends, as regards actual gain or loss, on the course of the silver market, but what we have contended is that a dollar loan would possess the advantage of certainty, and that it is the duty of the Government to shun from its accounts as far as possible the element of a doubtful exchange. Now that silver seems to have touched bottom and to be on the highroad to rehabilitation there is less objection to borrowing in gold than there was when silver was descending a declivity to which there appeared to be no end. Although the matter may therefore perhaps be considered by the silver advocates as practically not worth further fighting for, as a matter of principle we still adhere to our contention that a dollar loan would be better for the colony. There is yet an element of doubt in the future of silver. Although such a thing may appear highly improbable it is nevertheless possible that the Currency Commission recently appointed may report against silver in which case the metal will descend to still lower depths than it has yet touched. It on the other hand the dollar continues to go up the Colonial Treasury will gain by the fact of the loan having been contracted in gold, but the possible advantage is, we maintain, more than counterbalanced by the certainty which would attend a dollar loan. With a dollar loan the colony would have to repay exactly the amount borrowed plus interest, whereas with a gold loan we may have to repay more or less according to the rate of exchange. That the money borrowed will all be spent in London within two years is an immaterial fact. What we have to look to is the repayment to the lenders, which is to be made in installments extending over twenty years. Let us suppose that at the time the loan of £200,000 sterling is contracted the rate of exchange is 8s. 8d. Turned into dollars the £200,000 would be \$1,350,769. If a dollar loan of this amount were contracted we could purchase the gold in the London market, and would know that the amount to be repaid would be exactly \$1,350,769. But the loan being in sterling, let us further suppose that instead of exchange continuing to improve or remaining stationary it takes another downward turn and before the expiry of the loan has sunk to 2s. 6d. The advantage of the lower rate of exchange would in that case sink into insignificance compared with the loss in exchange. A short time ago when the discussion on the loan was at its height, it seemed not improbable that the dollar would continue to fall for some time to come, though we never lost faith in its ultimately rising to its proper value of 8s. 4d. or thereabouts. At present the probability point in the direction of a rise. What the members of the Legislative Council have to look at, therefore, in considering whether the decision of the Secretary of State that the loan must be in sterling should be acquiesced in or whether another effort should be made on behalf of a dollar loan, when the exchange promises to be sufficiently stable to warrant the contraction of a gold loan. As a question of principle we maintain that the loan ought to be in silver, but it is not a matter in which it would be worth while to fight for a mere theory if there seemed to be no prospect of actual loss by going against the.

THE CHINESE GOVERNMENT AND NATIVE OPIUM.

The large increase in the duty on foreign opium which is sanctioned by the Additional Article to the Opium Convention signed in July, 1885, is calculated, as we have on previous occasions pointed out, to prove the means of greatly diminishing the import and of encouraging the production of the native drug. The home-grown product, staked to a certain extent already, it is true, but so lightly that the imported opium will be unable to compete with it, so far at least, as the poorer classes of smokers are concerned. But we doubt nevertheless whether the trade in the Indian drug is in any real danger of being snuffed out. The Chinese Government, when negotiating for the right to levy increased taxes on opium were actuated by no sentimental considerations; they desired to make the import a greater source of revenue, and if they find the native drug seriously interfering with the revenue derived from the imported article, they will, in their own interest, soon impose a duty on the native product that would place it on more equal terms with its foreign rival. The increase in the cultivation of the poppy in various provinces has latterly been masked and open, and in few parts have the officials taken any steps to check it. The necessity for such interference cannot, however, be long delayed, we imagine. First of all, as we have said, the Authorities will find the revenue from foreign opium declining with the increased sale of the native drug; and, secondly, they will see a serious deficiency in the grain crop. In fact this latter will have been felt so seriously in the province of Kwangtow that the Acting Governor has been compelled to take some action in the matter. In a recent report and memorial to the Throne, published in the *Peking Gazette*, and translated by our Shanghai, being a contemporary, that official relates

the measures he has adopted to discontinue the spread of poppy cultivation. His despatch has the merit of simplicity, and its statement of it shows common sense and moderation. He says that he ordered the local officials to send him in a return of the acre of land devoted to poppy cultivation. No new land is to be given up with poppy seed, but where it is already in the ground, a fine of two or three bushels of rice is to be exacted from each farmer, according to the quality of his crop, this rice being turned into the public granaries as a provision against famine. By this means the fear that the poppy will dangerously diminish the cereal crops is met and guarded against. And, to use the Governor's own words, "the inducement to encourage poppy cultivation being simply a question of profit, when the farmers find it no longer pays, they very soon abandon it, and the scheme adopted by the memorialist has already resulted in a diminution of the quantity of land so employed." The plan, above sketched out is so simple that it may be followed by other provincial governors. But in all probability it will become necessary to increase the duty levied on the native drug, as it will otherwise be I am sure, an article of export from Szechuan, Yunnan, and Shensi to the other provinces. At present the drug produced in these three provinces provides for all the local consumption, but now the foreign opium is so heavily handicapped, the native producers are likely to try if they cannot secure a market for their produce in neighbouring provinces. No doubt the Chinese Government have taken note of the question, and are on the alert to save their revenue, only they would doubtless prefer, if possible, to compel a further reduction of duty in India before moving in the matter.

THE CHUNGKING RIOTS.

The missionary troubles at Chonching are reported to be over, chiefly, perhaps, because most of the missionaries have withdrawn to Ichang. Further reports as to the cause of the disturbance have been called for by the acting Vicar of Szechuan, who, in conjunction with the Tibetan General, issued a proclamation denouncing the rioters and threatening with summary death any persons detected in fomenting disorders or exciting to outrage. Evidently the high Provincial Authorities are in earnest in their determination to repress the outbreak of popular excitement in Chonching, though the lower officials have throughout been very lukewarm in the matter. Whether the high mandarins were to have touched bottom and to be on the highroad to rehabilitation there is less objection to borrowing in gold than there was when silver was descending a declivity to which there appeared to be no end. Although the matter may therefore perhaps be considered by the silver advocates as practically not worth further fighting for, as a matter of principle we still adhere to our contention that a dollar loan would be better for the colony. There is yet an element of doubt in the future of silver. Although such a thing may appear highly improbable it is nevertheless possible that the Currency Commission recently appointed may report against silver in which case the metal will descend to still lower depths than it has yet touched. It on the other hand the dollar continues to go up the Colonial Treasury will gain by the fact of the loan having been contracted in gold, but the possible advantage is, we maintain, more than counterbalanced by the certainty which would attend a dollar loan. With a dollar loan the colony would have to repay exactly the amount borrowed plus interest, whereas with a gold loan we may have to repay more or less according to the rate of exchange. That the money borrowed will all be spent in London within two years is an immaterial fact. What we have to look to is the repayment to the lenders, which is to be made in installments extending over twenty years. Let us suppose that at the time the loan of £200,000 sterling is contracted the rate of exchange is 8s. 8d. Turned into dollars the £200,000 would be \$1,350,769. If a dollar loan of this amount were contracted we could purchase the gold in the London market, and would know that the amount to be repaid would be exactly \$1,350,769. But the loan being in sterling, let us further suppose that instead of exchange continuing to improve or remaining stationary it takes another downward turn and before the expiry of the loan has sunk to 2s. 6d. The advantage of the lower rate of exchange would in that case sink into insignificance compared with the loss in exchange. A short time ago when the discussion on the loan was at its height, it seemed not improbable that the dollar would continue to fall for some time to come, though we never lost faith in its ultimately rising to its proper value of 8s. 4d. or thereabouts. At present the probability point in the direction of a rise. What the members of the Legislative Council have to look at, therefore, in considering whether the decision of the Secretary of State that the loan must be in sterling should be acquiesced in or whether another effort should be made on behalf of a dollar loan, when the exchange promises to be sufficiently stable to warrant the contraction of a gold loan. As a question of principle we maintain that the loan ought to be in silver, but it is not a matter in which it would be worth while to fight for a mere theory if there seemed to be no prospect of actual loss by going against the.

By the Court—I could not have less than half a mile. The light reported here on the N.E. Ong Ho said it must be the light of a steamer, and he called the captain, who ordered all hands up. They buried paper torches, until only one was left, which approached until it was within sight of the steamer, when a red light was shown, and the whale was sounded. The paper torches were kept burning for about half an hour. Witness lost all his effects.

Cross-examined—After reporting the light Ong Ho waited a minute or so to see if it was that of a steamer before calling the captain. The collision took place at four o'clock, and they were taken aboard the steamer at six o'clock. The steamer was a steamer, and the crew engaged in fishing. After the collision they did not drop their anchor, and the salts remained set. There were about ten men on deck when the light was first reported.

By the Acting Attorney-General—He could see all the people on deck.

By His Lordship—Lum Kai Sai was at the helm all the time from the moment of the collision, and he was steering. During the collision he remained at the helm. The steamer still remained at the place. In reply to further questions the witness adhered to his original statement that Lum Kai Sai (who had said in his evidence that he wanted to the rudder at half past three) was there all the time and no one relieved him. He was then asked to make the lines interest, giving them the direction of the two vessels, but he could not make the lines interest, giving them the direction of the two vessels.

By Captain Thorneys—Witness could see the light when he heard it reported, but the steersman could not, because he was sitting down. The steersman sat down while he was steering. He would hear the light reported at the same time as witness, but he could not leave the rudder to go and look at it, and the helmsman was so high that he could not get out from the rudder, and no one relieved him. He was then asked to make the lines interest, giving them the direction of the two vessels.

Wong Koo said he was a seaman on the junk he was awakened by the captain and helmsman, who asked the crew to come up because there was a light seen on the north-east side. He saw the light seven or eight o'clock. He saw that the lamp at the stern of the junk was burning, and flares up lights were also burnt. He said as witness had said his tiller was past. I do not think that I did. I could see plainly on board her, but I saw no light. I ran for the bridge, and when I got upon the ladder the captain gave the order to shorten sail, which was carried out under my supervision. After that I went upon the bridge. I saw nothing of the junk then, and I do not remember how long after that it was when I saw the light. The steersman was steering when I saw the light. I do not know when he got up on board her. We were about seven o'clock when he did.

Lim Tui said he was a seaman on the junk, and had been so for five years. He was on board from the time of the collision, and he was relieved by Wong Fa, and then went to sleep.

He was awakened by the sailor master, and when he got up saw that five or six lights were being burnt.

He saw a steamer's light a long way off, and he was about a quarter of an hour, but he could not say how far. The steamer collided with the junk. Could not say whether it was the junk that hit the steamer.

By Mr. Leach—Lum Kai Sai was at the helm when the light was first reported. He was about a quarter of an hour, and was close to him.

By Mr. Leach—A watch lasted between two and three hours. It was five o'clock when the light witness was on deck. Lum Kai Sai was at the helm when witness came on deck. He was standing on the starboard side, not sitting down.

During the time between the collision and the crew's going on board the steamer they were throwing the cargo overboard, and that is what they did when they came on deck.

By His Lordship—Lum Kai Sai was steering when witness came on deck. He was about a quarter of an hour, and was close to him.

This closed the case for the plaintiffs.

Mr. Leach, in opening the case for the defense, said "I wish to please your Lordship to state that the steamer I am representing is, I believe, the *Thibet*, and the evidence that the *Thibet* was not raised after the collision, and that the *Thibet* was not raised until after the American Mission had bought the rudder, and that when they purchased it the magistrate stamped their deeds and received his fee for doing so without compensation. But I imagined when I saw her that she had been in contact with us. She had been in contact with us, and I do not know whether she had been in contact with us, and I do not know whether she had been in contact with us. She was close alongside, about the main rigging, when I saw her. I could not be sure what was her head or which was her stern, they are so much alike, but I was under the impression that her head was pointed in the same direction as ours. I was then near the main rigging. I came up, and I could see that it was the stern of the *Thibet*, I do not know whether it was the stern of the *Thibet*, but I imagined when I saw her that she had been in contact with us. She had been in contact with us, and I do not know whether she had been in contact with us. She was on the port side. I did not see the side lights. We were burning Tsinling coal, which generally gives much black smoke. The difference I noticed in the engine was that stoppage after the collision was that the *Thibet* had just come into contact with this ship, but I imagined when I saw her that she had been in contact with us. She was close alongside, about the main rigging, when I saw her. I could not be sure what was her head or which was her stern, they are so much alike, but I was under the impression that her head was pointed in the same direction as ours. I was then near the main rigging. 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